

BookletChart™

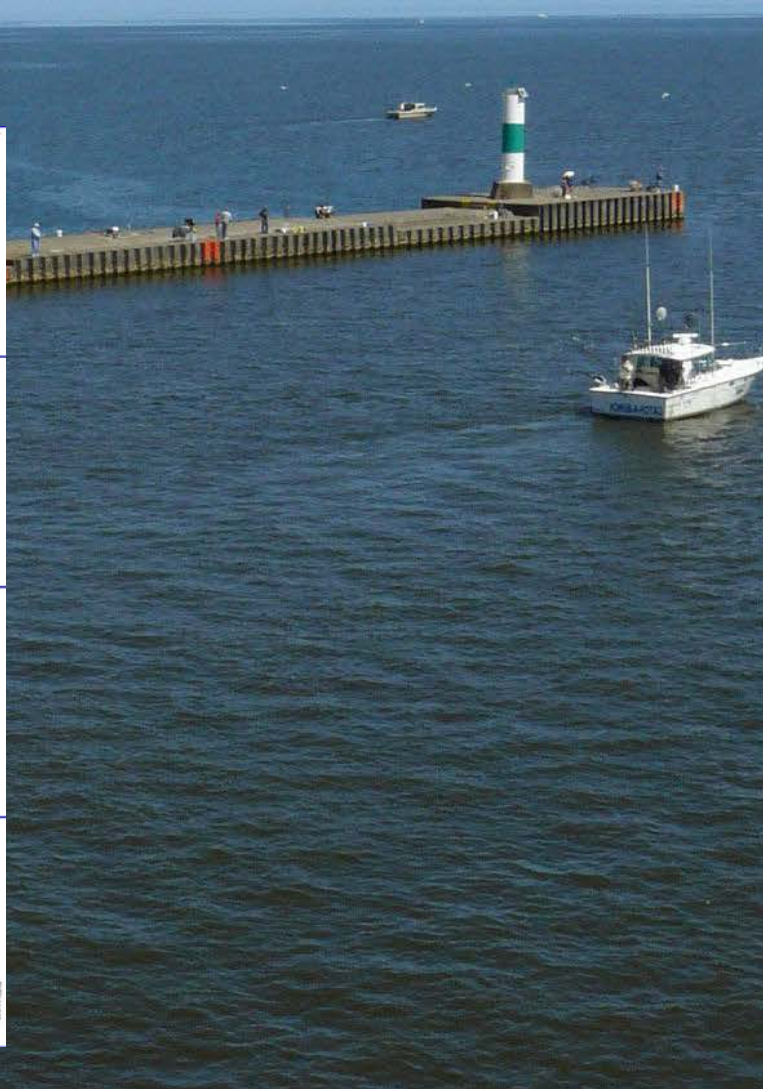
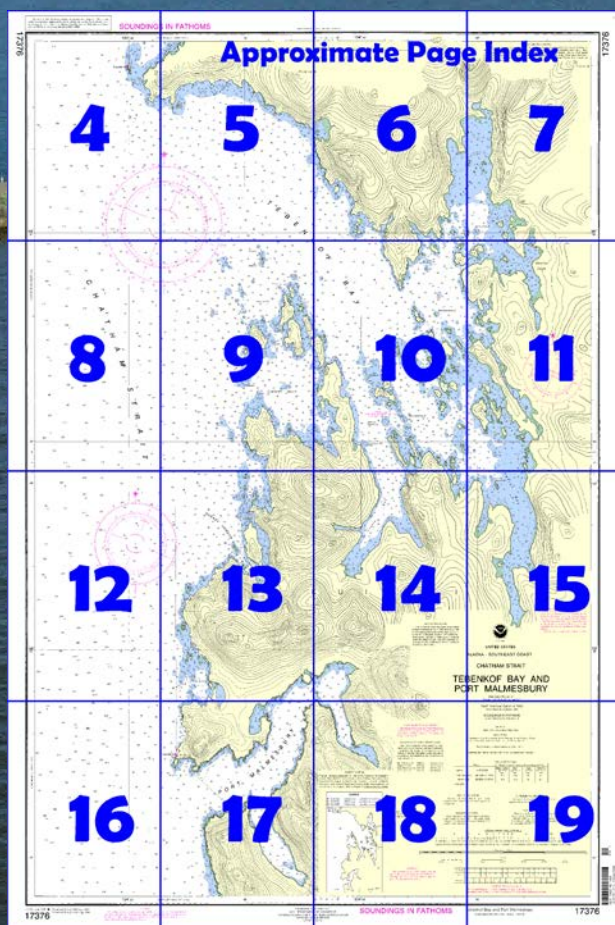
Tebenkof Bay and Port Malmesbury **NOAA Chart 17376**



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17376>.



(Selected Excerpts from Coast Pilot)

Port Malmesbury is on the E side of Chatham Strait, 17 miles N of Cape Decision. On the SE side of the port are two arms; one about 1.7 miles inside the entrance and the other near the head. The NW side has a short arm about halfway between the entrance and the head of the port.

Point Harris, the N entrance point to Port Malmesbury, is a bare rocky platform, 40 to 50 feet high, that extends 0.2 mile out

from the tree line. **Point Harris Light** (56°17'25"N., 134°17'58"W.), 32 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the point. Back of the point the land

rises gradually at first and then more abruptly, to form a prominent detached peak. This mountain has a dark green growth of timber on the W slope and a large yellow landslide on the S slope.

One-half mile E of Point Harris is another prominent point. Its face is a steep bluff of light gray rock. The land rises abruptly here to form a small knob; the low land back of the knob rises uniformly to the first-mentioned peak. The knob is prominent from the NW direction and is visible over Point Harris.

A reef extends about 350 yards off the point on the N side of the port about 1.5 miles E of Point Harris. The bight W of this reef affords fair-weather anchorage, protected from N winds, in 15 fathoms, soft bottom.

The small arm on the NW side has a narrow entrance channel with dangers on both sides. Vessels entering should favor the S shore in the narrow entrance. Good anchorage is inside the arm in 7 to 10 fathoms, mud bottom.

The shore near the S entrance point of the port is irregular and foul. The head of the first arm on the S side affords anchorage in 12 fathoms. Favor the SW side near the head to avoid the 3¼-fathom shoal shown on the chart.

In the second arm on the S side, anchorage may be had in 7 to 17 fathoms, mud bottom. The channel to the basin at the head of this arm is narrow with 3¼ fathoms at its entrance, but can be entered by small vessels with safety.

Harris Cove, between Port Malmesbury and Gedney Harbor and about 1.3 miles N of Point Harris, extends to the basin at the NW end of Port Malmesbury, with low land between. This bight is used by small craft for anchorage in all but W weather.

Point Cosmos is about 3.5 miles N of Point Harris. It rises by several broad terraces to a bare-topped mountain. At Point Cosmos the shore trends NE for about 2 miles to the entrance of Gedney Harbor.

Gedney Harbor, about 23 miles N of Cape Decision, has its entrance on the E side of Chatham Strait 2 miles NE of Point Cosmos. The harbor is a horseshoe-shaped cove, averaging about 0.2 mile in width, that surrounds a wooded island that is about 1 mile long. The passage E of the island is blocked at its N end by rocks and reefs.

The entrance to the harbor is on either side of a ledge about 400 yards long, about 0.2 mile W of the island. The NW and SE ends of the ledge are bare heads that show only a few feet above the highest tides. The channels on each side of the ledge are clear in midchannel. About 0.3 mile SE of the ledge the passage SW of the island is narrowed to a width of about 200 yards by a sharp point projecting from Kuiu Island. Kelp and shoal water extend about 50 yards off the point.

The harbor is used extensively by fishermen during the season.

Anchorage is available in most parts of the harbor in 6 to 12 fathoms, mud bottom.

A fish-buying scow is usually anchored in the harbor during the summer. Water, ice, gasoline, diesel fuel, limited provisions, and fishing supplies are available on the scow.

Tebenkof Bay is on the E side of Chatham Strait N of Gedney Harbor. Its entrance is between Point Ellis on the N and **Swaine Point** on the S. The bay extends inland for about 7 miles and branches into three arms of irregular shape. The high regions N and S of the entrance merge into the low-lying hills that cover the entrance islands and the long projecting points of the bay. The islands inside the bay and the E shore of Chatham Strait are low and a distinctive feature of the locality.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander

17th CG District

Juneau, Alaska

(907) 463-2000

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



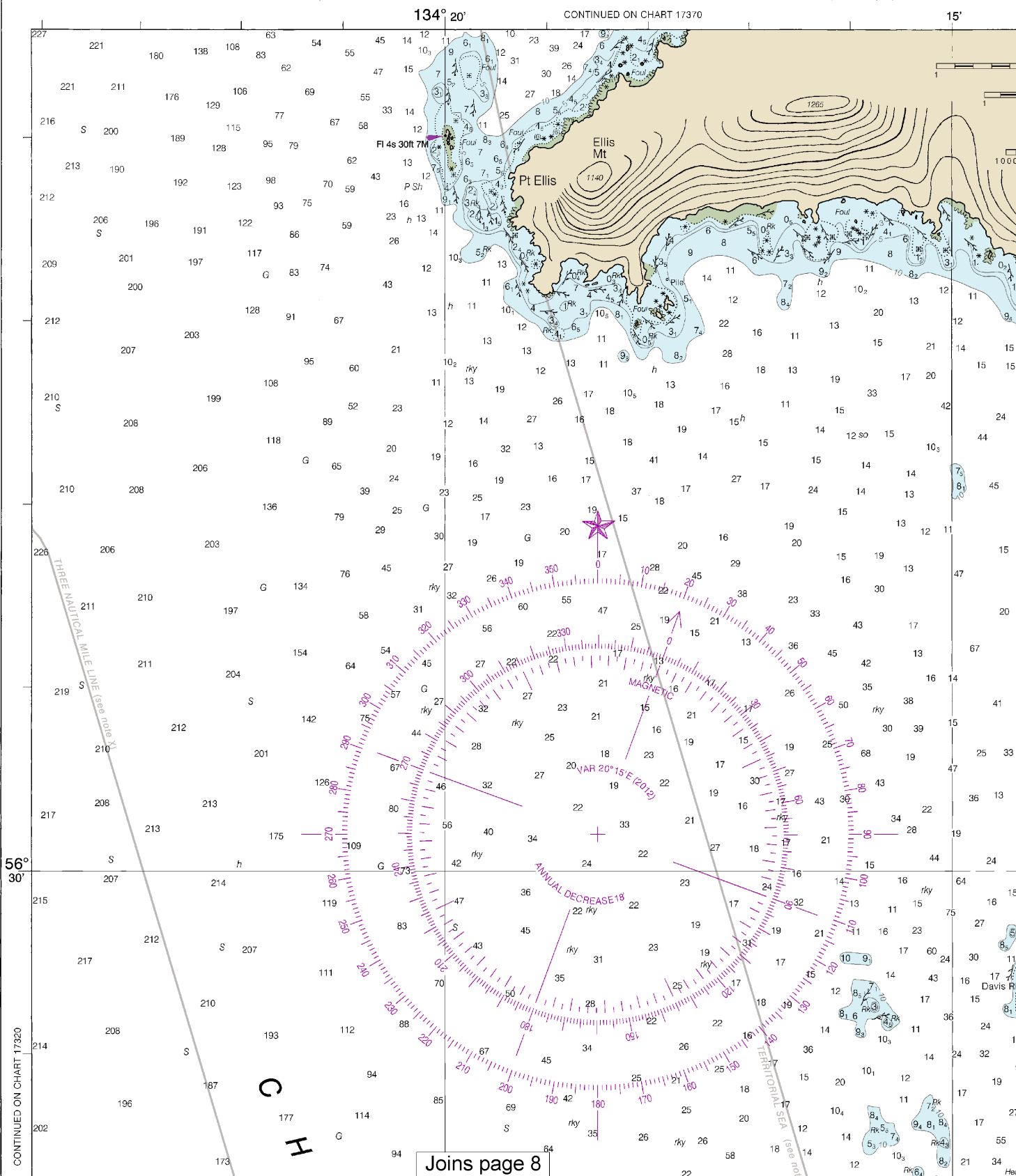
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

17376



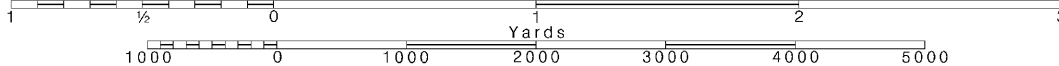
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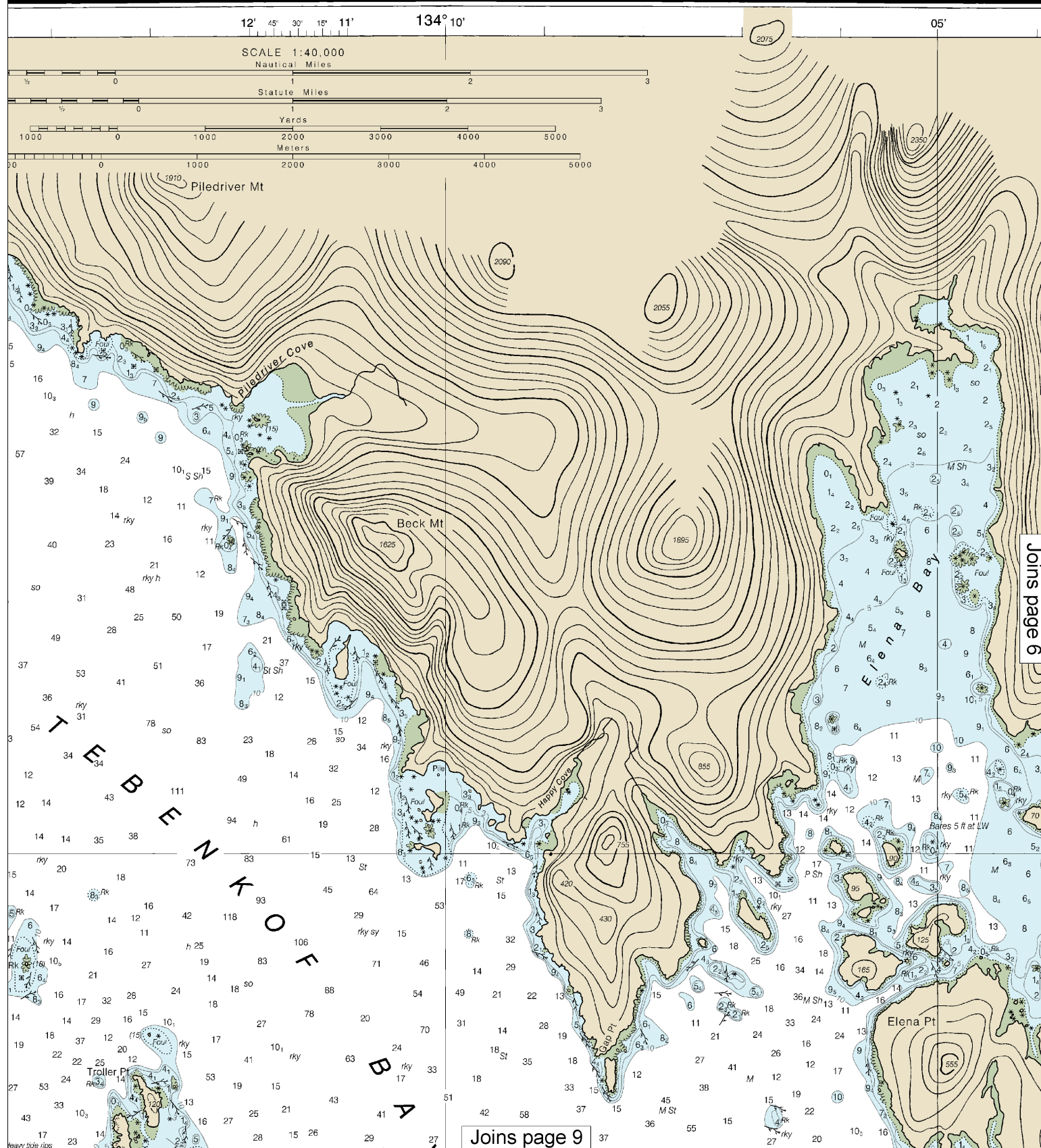
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



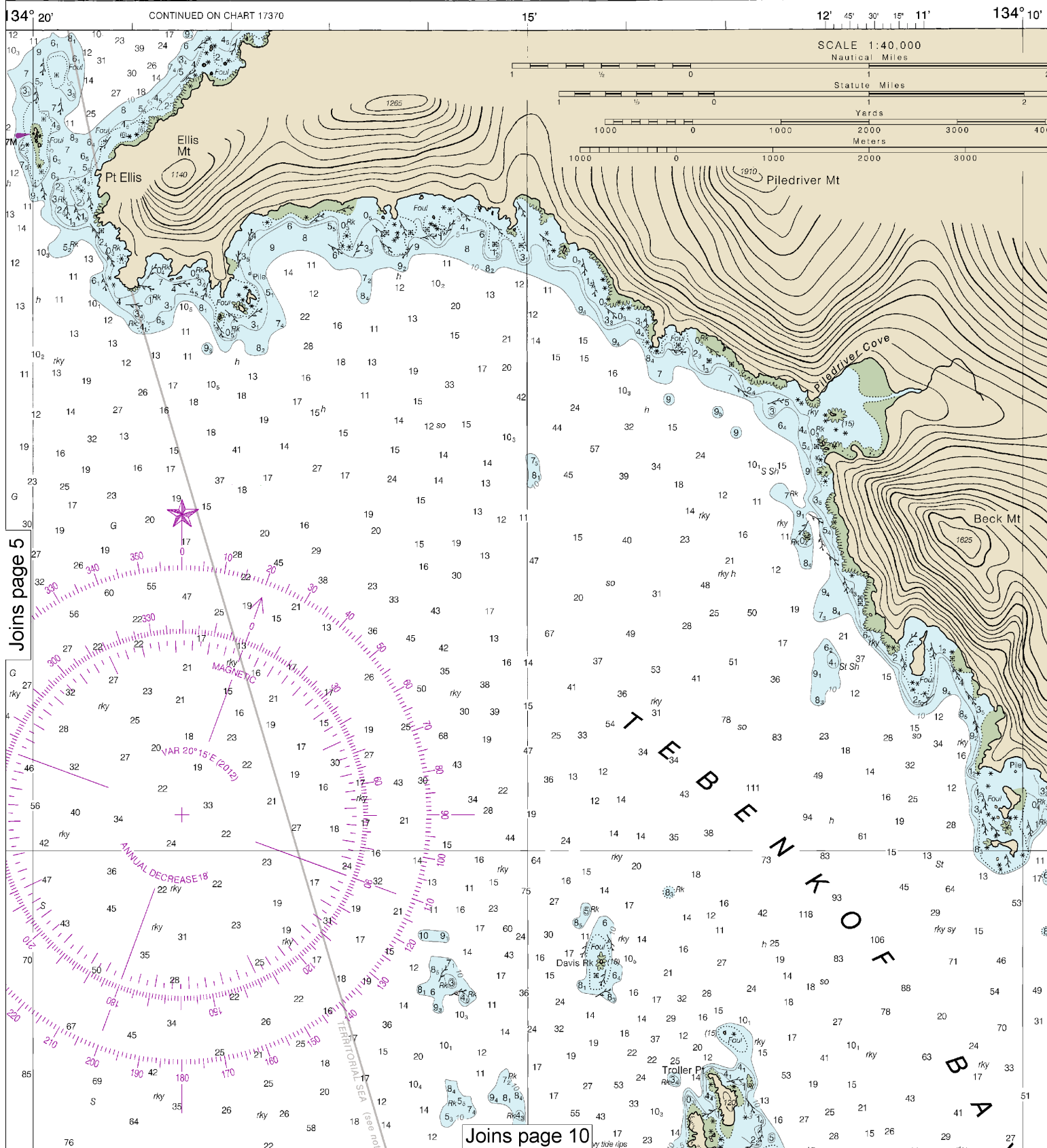


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Formerly C&GS 8271, 1st Ed., Jan 1929 KAPP 2701



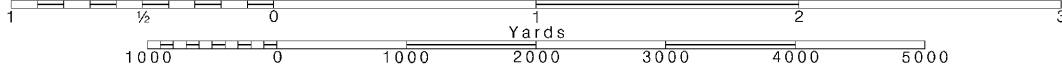
6

Note: Chart grid lines are aligned with true north.

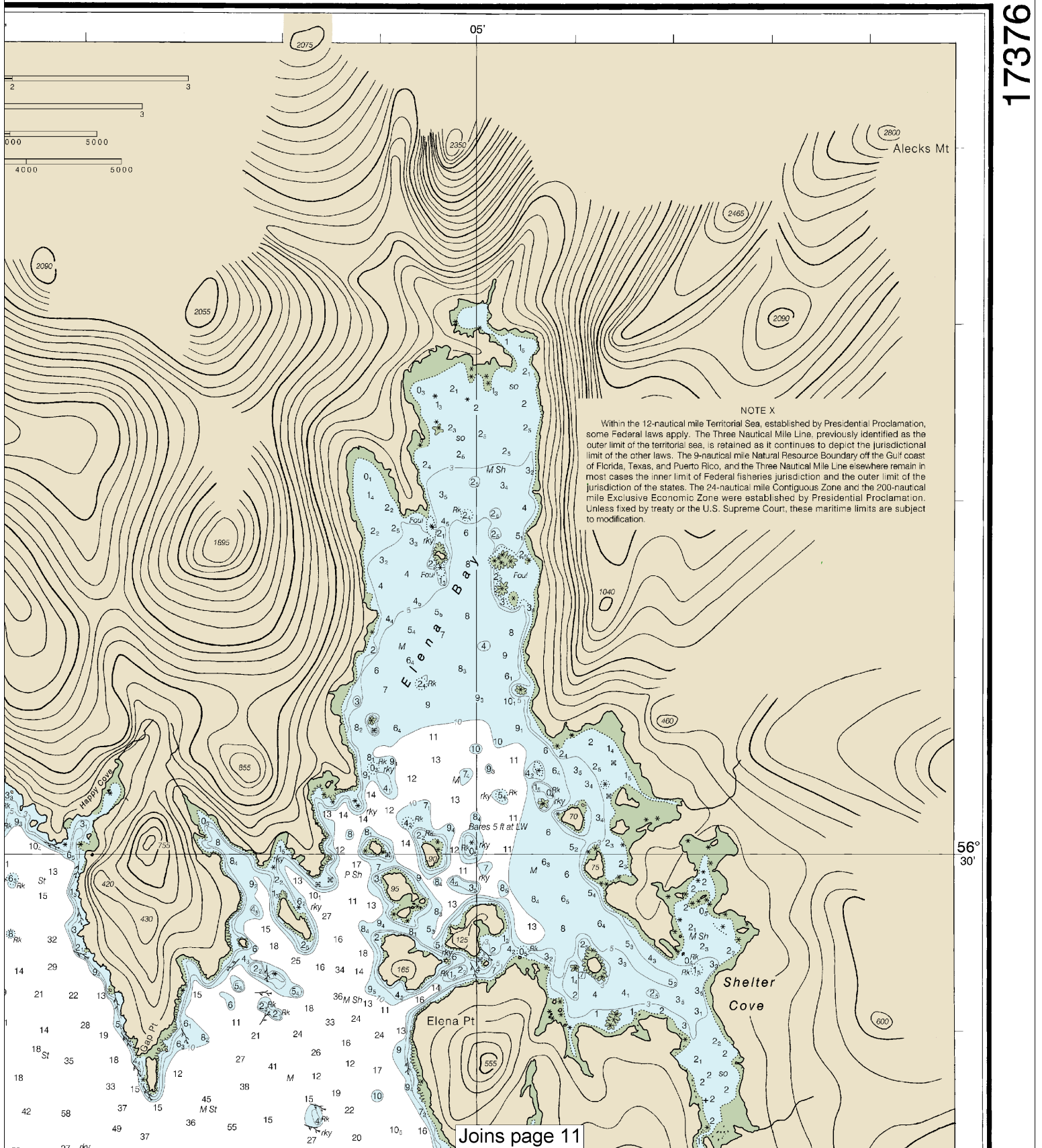
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SCALE 1:40,000
Nautical Miles

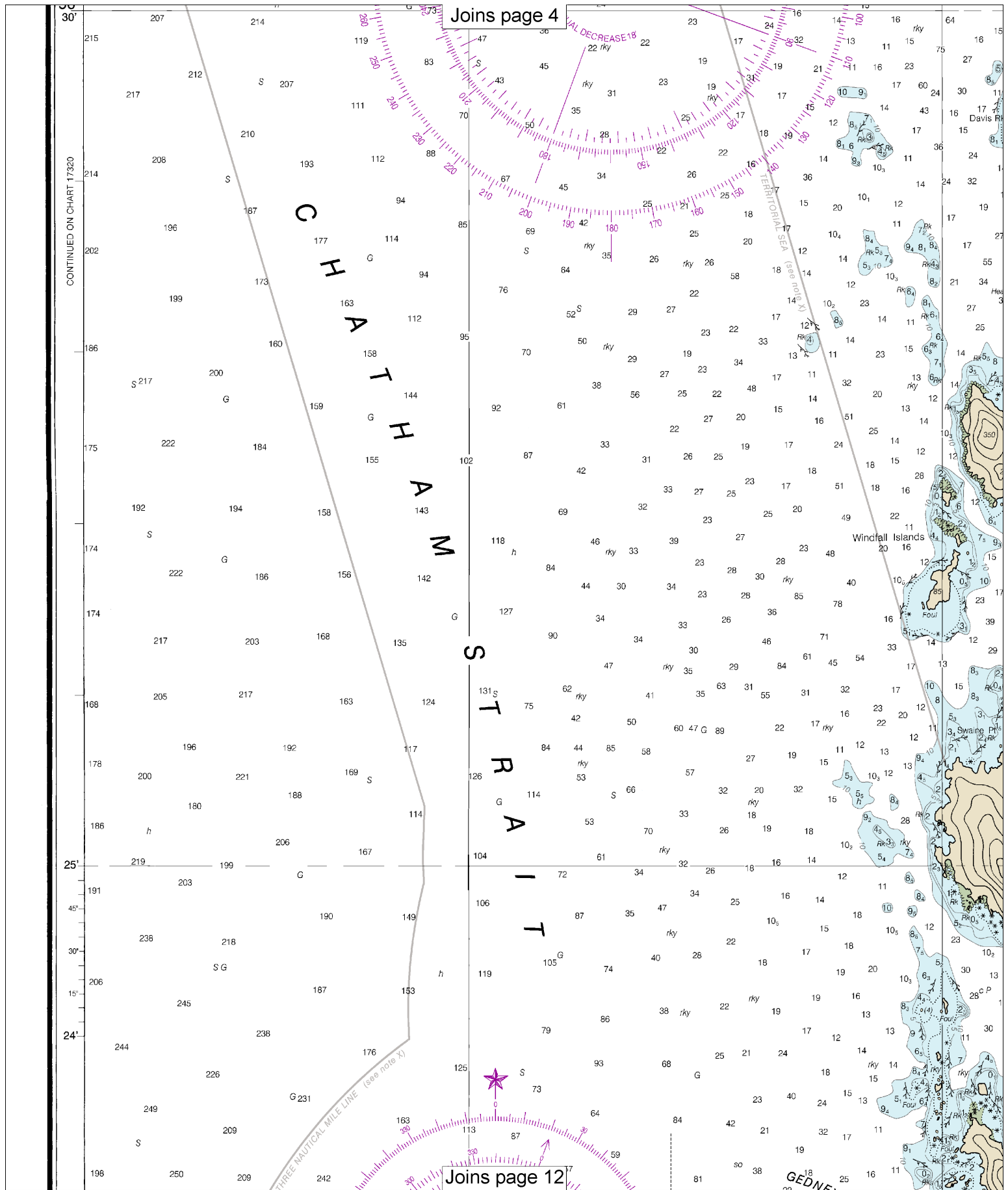
See Note on page 5.

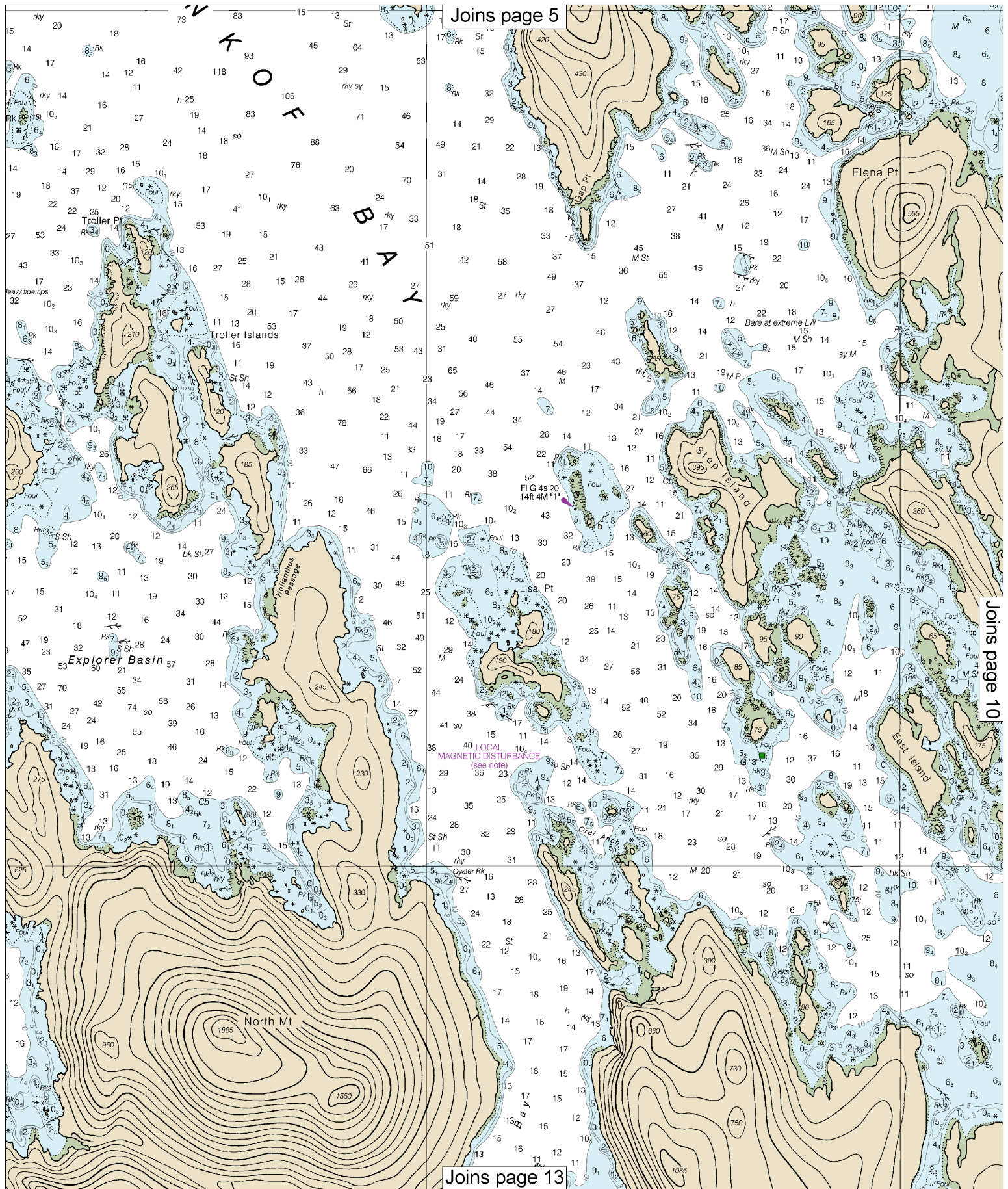


FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17



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Joins page 6

Joins page 9

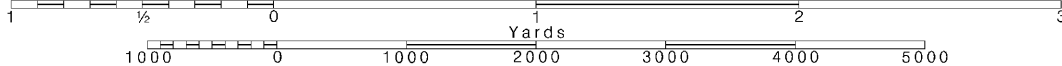
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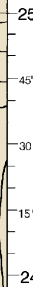
Note: Chart grid lines are aligned with true north.

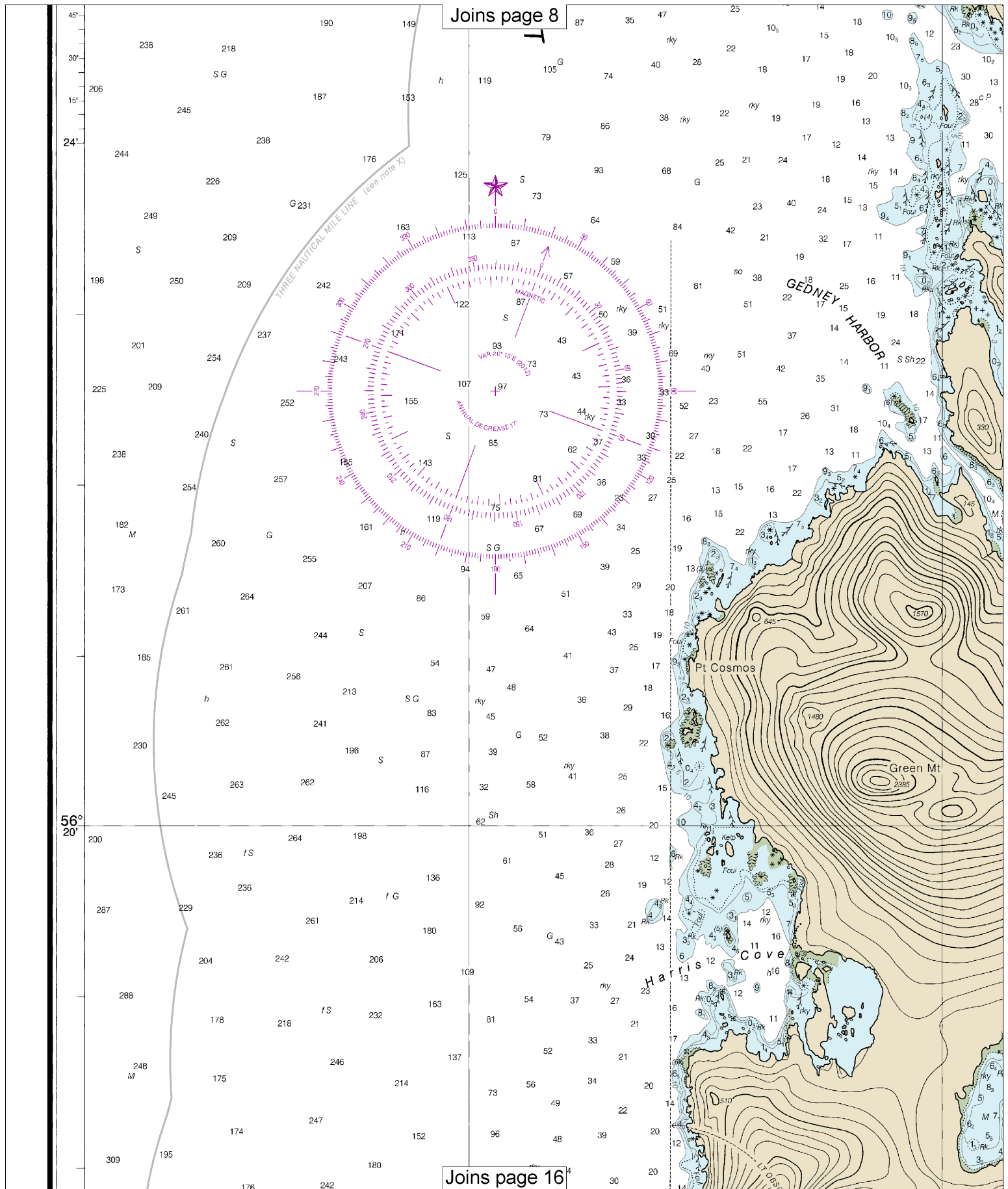
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







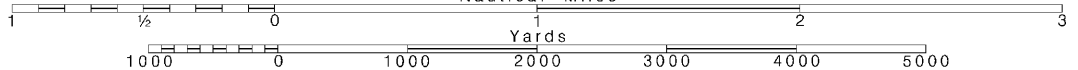
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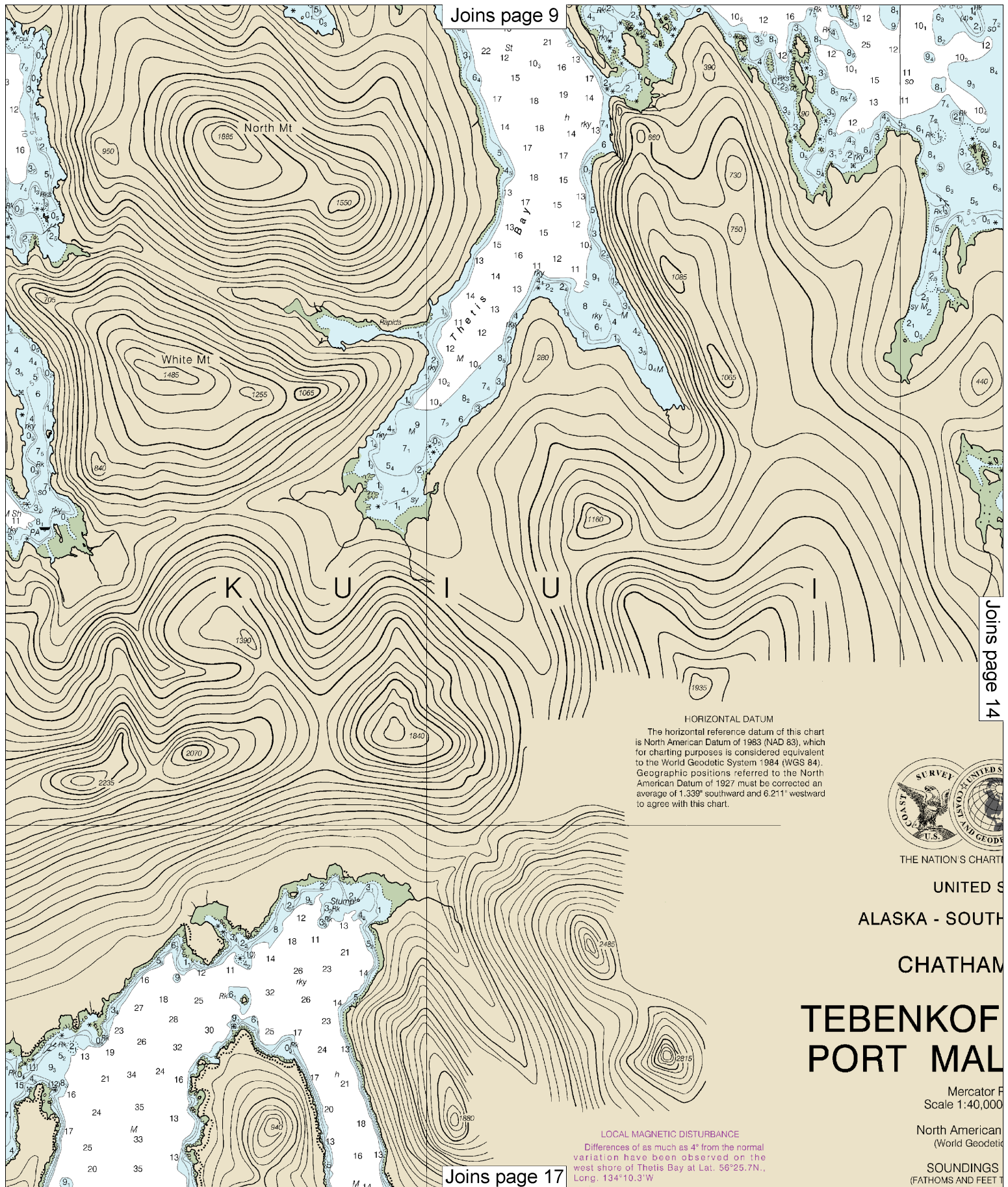
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 9

Joins page 14

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.339" southward and 6.211" westward to agree with this chart.



THE NATION'S CHART

UNITED STATES
ALASKA - SOUTH
CHATHAM

TEBENKOF PORT MAL

Mercator Projection
Scale 1:40,000

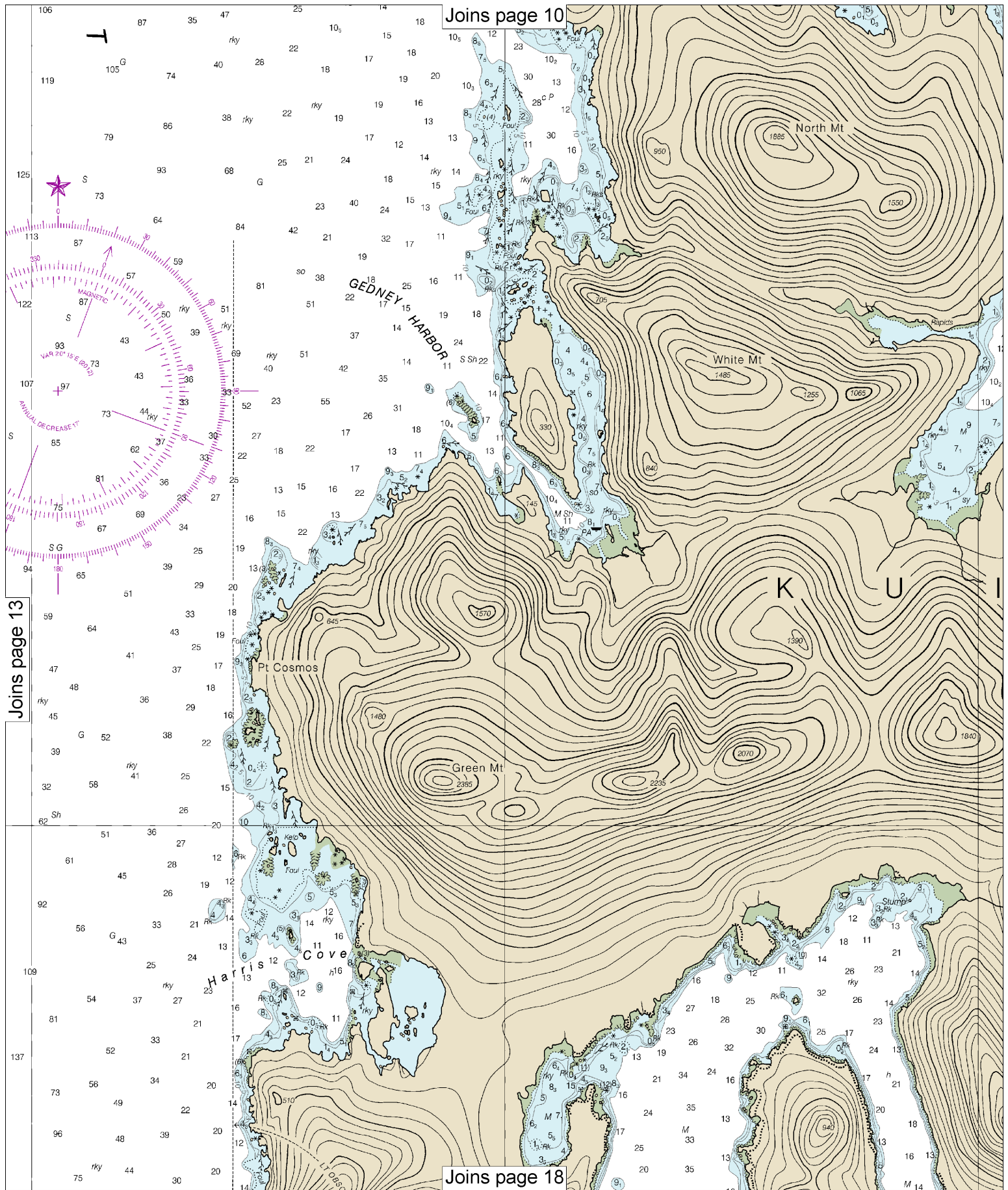
North American
(World Geodetic)

SOUNDINGS
(FATHOMS AND FEET)

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 4° from the normal variation have been observed on the west shore of Thotis Bay at Lat. 56°25.7'N., Long. 134°10.3'W.

Joins page 17

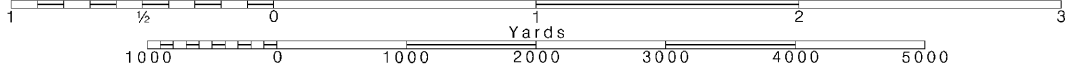


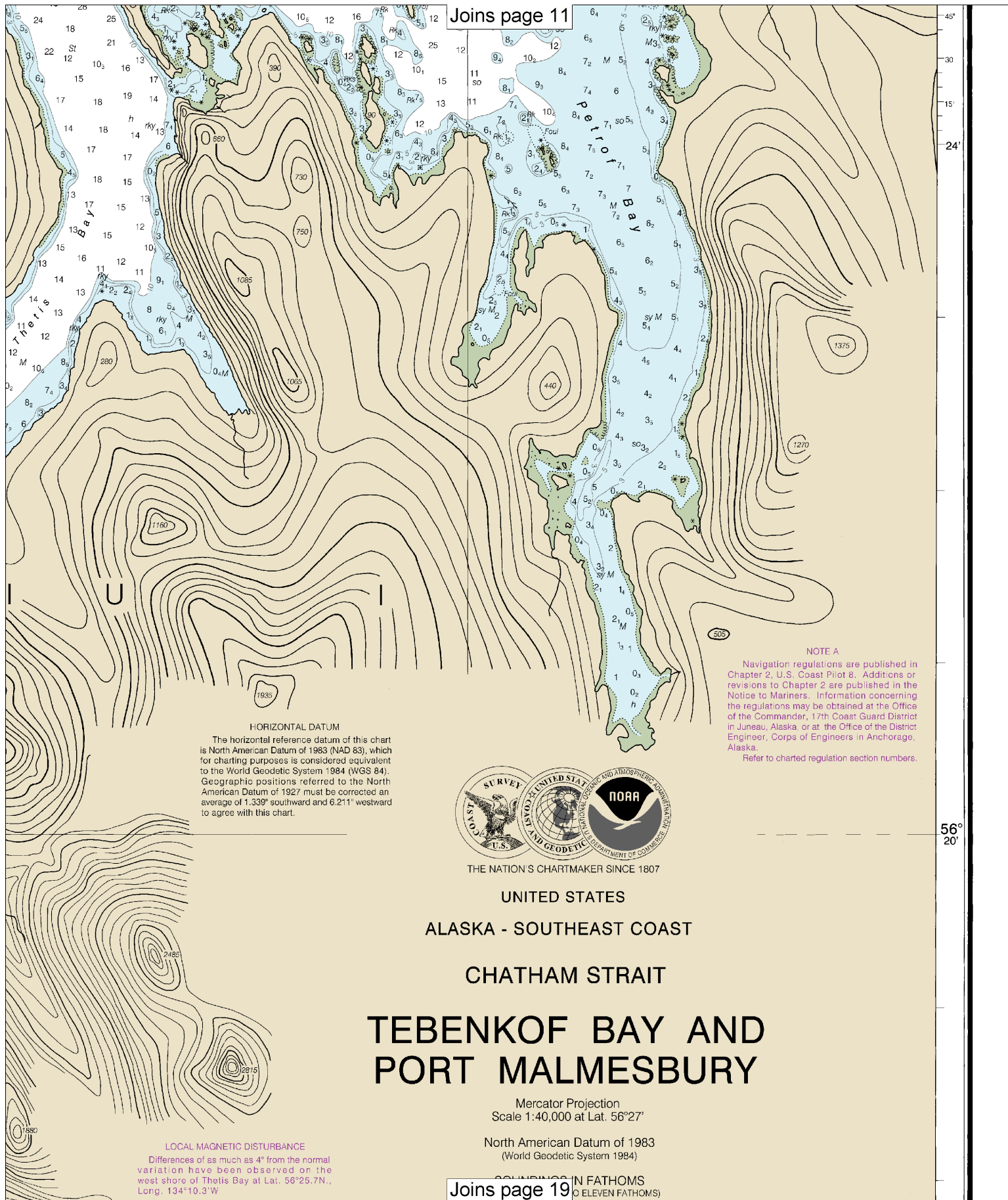
Note: Chart grid lines are aligned with true north.

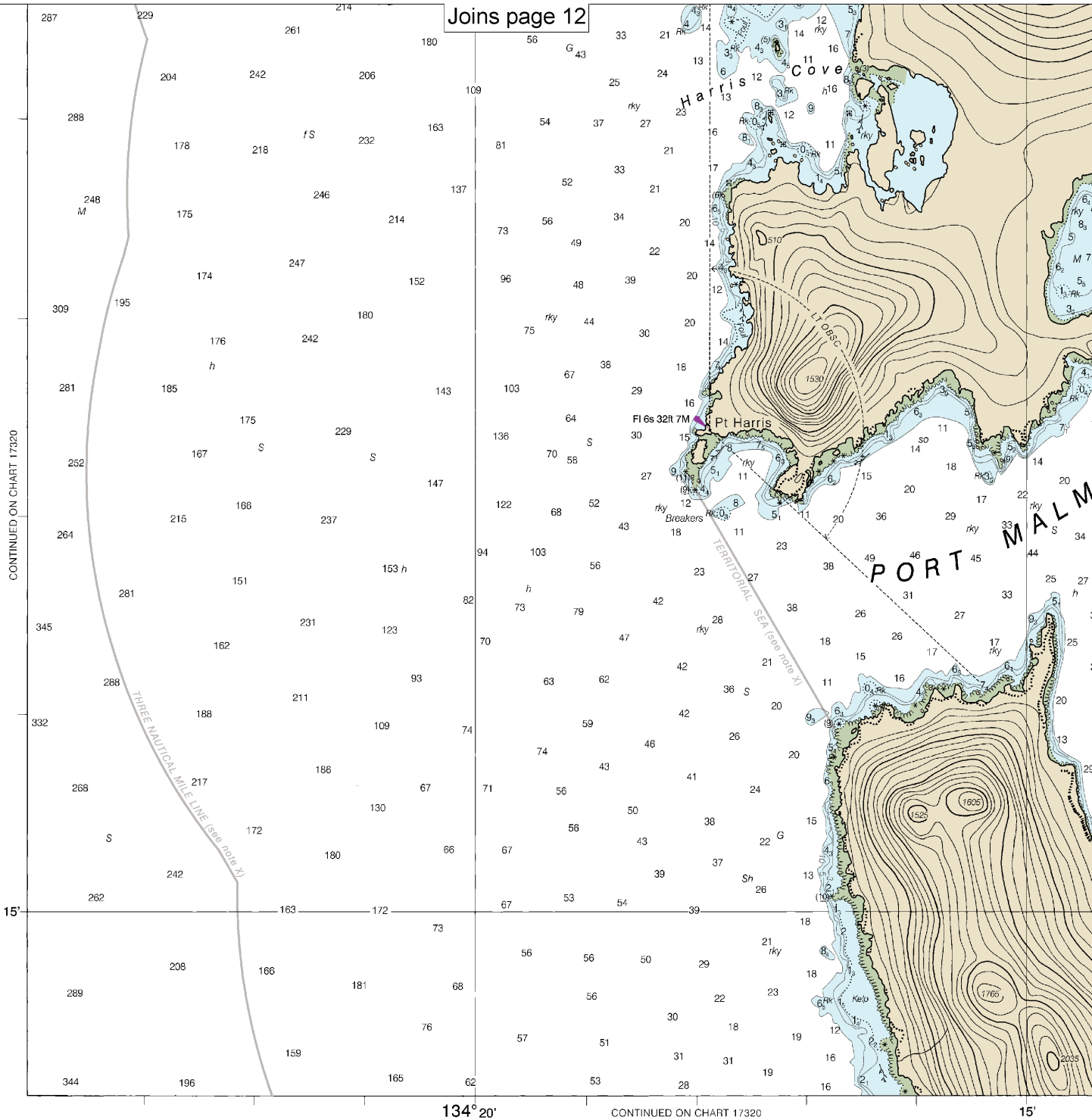
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







9th Ed., Oct. 2012

17376

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 4/13/2015. Cleared through:

LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

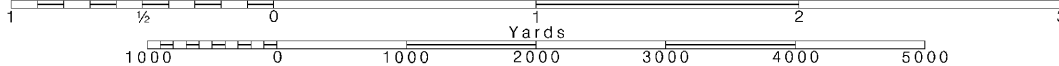
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



TEBENKOF PORT MAL

Mercator P
Scale 1:40,000

North American
(World Geodetic)

SOUNDINGS
(FATHOMS AND FEET T
AT MEAN LOWE

HEIGHT
Heights in feet above t

AUTHOR
Hydrography and topography by the
Survey, with additional data from t

For Symbols and Abbrevia

Additional information can be obtai

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 4° from the normal
variation have been observed on the
west shore of Thetis Bay at Lat. 56°25.7'N.,
Long. 134°10.3'W

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed
below provide continuous weather broadcasts.
The reception range is typically 20 to 40
nautical miles from the antenna site, but can be
as much as 100 nautical miles for stations at
high elevations.

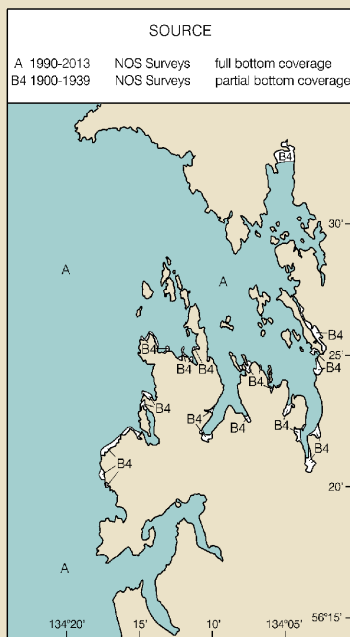
Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwani I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic
survey information that has been evaluated for charting. Surveys have been
banded in this diagram by date and type of survey. Channels maintained
by the U.S. Army Corps of Engineers are periodically resurveyed and are
not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A 1990-2013	NOS Surveys	full bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage



AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for
supplemental information concerning aids to
navigation.

CAUTION

Temporary changes or defects in aids to
navigation are not indicated on this chart. See
Local Notice to Mariners.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important
supplemental information.

RADAR REFLECTORS

Radar reflectors have been placed on many
floating aids to navigation. Individual radar
reflector identification on these aids has been
omitted from this chart.

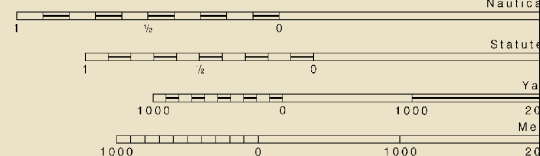
WARNING

The prudent mariner will not rely solely on
any single aid to navigation, particularly on
floating aids. See U.S. Coast Guard Light List
and U.S. Coast Pilot for details.

COLREGS.

International Regulations for Preventing
Collisions at Sea
The entire area of this chart falls se

SCALE
Nautical

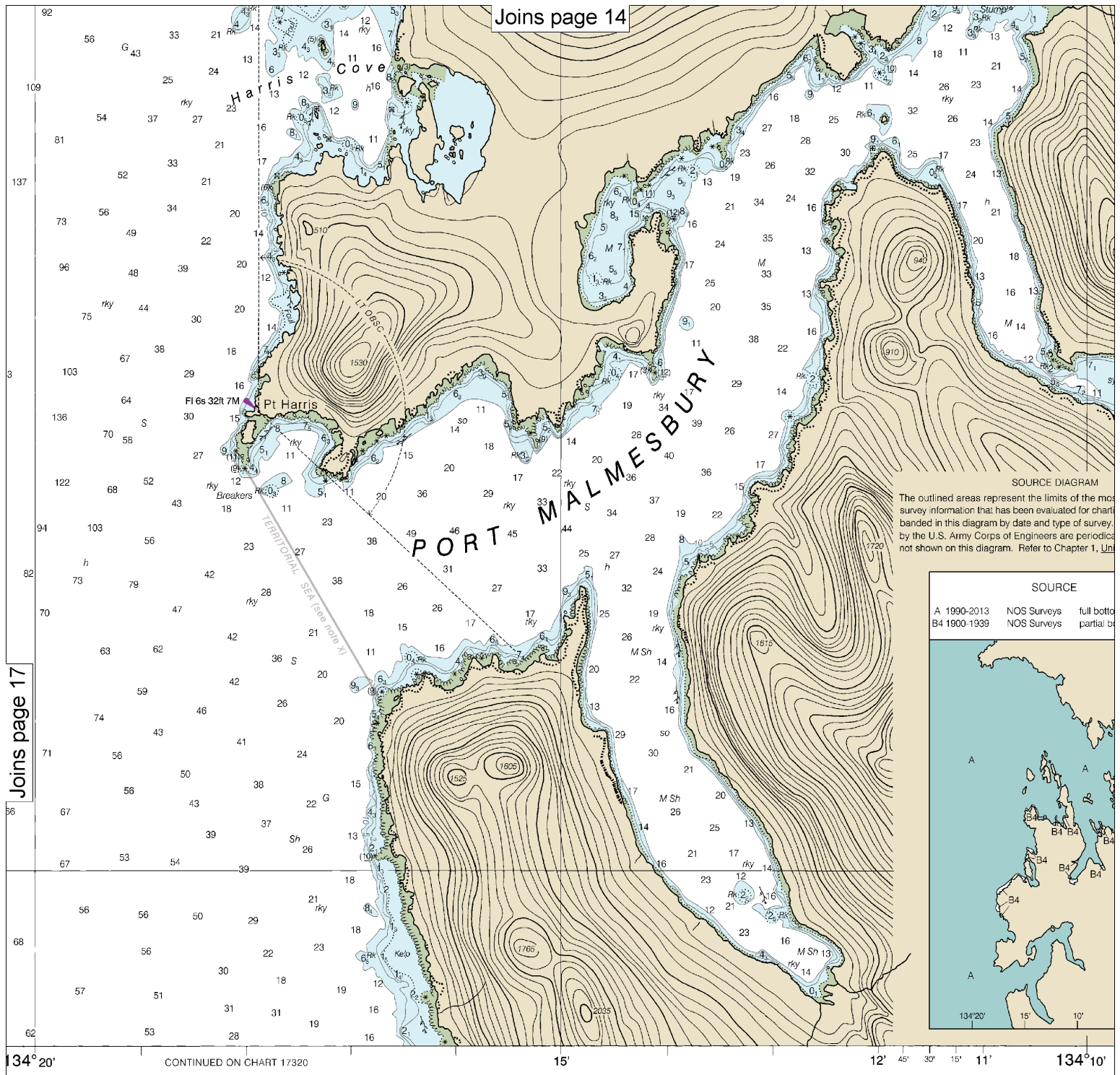


Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Tebenkof Bay and P
SOUNDINGS IN FATHOM



Joins page 14

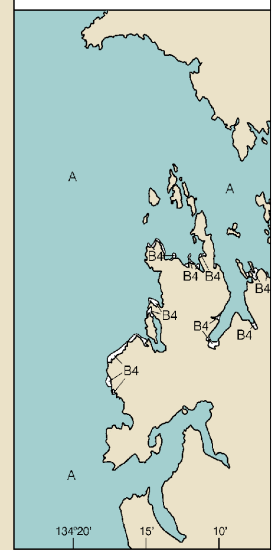
Joins page 17

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent survey information that has been evaluated for charting purposes. The areas of the chart that have been evaluated for charting purposes by the U.S. Army Corps of Engineers are periodically updated. Refer to Chapter 1, Unpublished Survey Information, for more information.

SOURCE

A 1990-2013	NOS Surveys	full bottom
B4 1900-1939	NOS Surveys	partial bottom



ION
 M) published weekly by the National Geospatial-Intelligence Agency by each U.S. Coast Guard district to the dates shown in the lower left to Mariners published after the dates shown in the lower left

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

16), CHS: 1016 (10/28/2016)

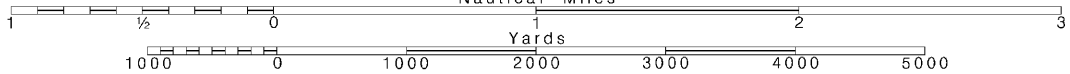
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



CHATHAM STRAIT

TEBENKOF BAY AND PORT MALMESBURY

Mercator Projection
Scale 1:40,000 at Lat. 56°27'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

HEIGHTS

Heights in feet above Mean High Water

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 4° from the normal variation have been observed on the west shore of Thetis Bay at Lat. 56°25.7'N., Long. 134°10.3'W.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK KZZ-95 162.525 MHz
Sukkwani I, AK KZZ-89 162.425 MHz
Cape Fanshaw, AK KZZ-88 162.425 MHz
Zarembo I, AK KZZ-91 162.450 MHz

Most recent hydrographic surveying. Surveys have been completed. Channels maintained and periodically resurveyed and are in accordance with United States Coast Pilot.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

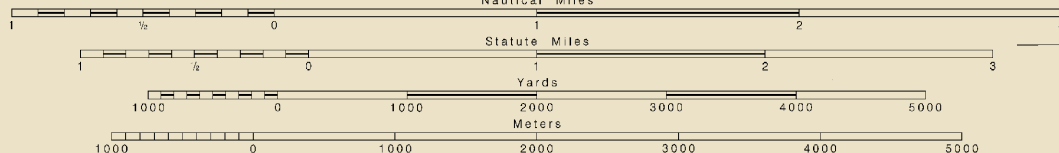
RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SCALE 1:40,000
Nautical Miles



WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

COLREGS, 80.1705(see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

Tebenkof Bay and Port Malmesbury
SOUNDINGS IN FATHOMS - SCALE 1:40,000

17376



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.